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B-H210-05-0274

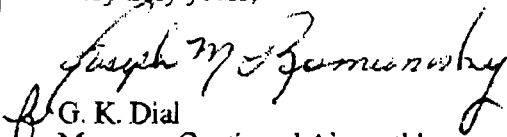
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street SW
Nassif Building, Room PL-401
Washington, DC 20590
Attention: Airworthiness Rules Docket No. FAA-2005-20689- 8

Subject: Comments, NPRM Docket No. FAA-2005-20689 (Directorate Identifier 2004-NM-197-AD): "Reworking the Spar Bonding Path and Reapplying Sealant", Airplane Model 757

Reference: (a) Comments, (2 pages)

Boeing has reviewed the subject NPRM and provides the reference (a) comments.

Very truly yours,


G. K. Dial
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Enclosure; Comments (2 pages)



Enclosure to B-H210-05-0274 (Page 1 of 2)

NPRM CommentsNPRM Docket No. FAA-2005-20689, Directorate Identifier 2004-NM-197-AD

Comment #1 ★	
What does the commenter request?	Boeing requests that the NPRM wording under "SUPPLEMENTARY INFORMATION, Discussion" be revised similar to that provided on NPRM Docket No. FAA-2004-19680; Directorate Identifier 2003-NM-215-AD.
How is the request justified?	This issue was identified prior to SFAR 88 safety assessment. The discussions under supplementary information do not reflect this fact.
List paragraphs that change; describe (nonobvious) changes.	Revise the NPRM wording under "SUPPLEMENTARY INFORMATION, Discussion" to read similar to that provided on NPRM Docket No. FAA-2004-19680; Directorate Identifier 2003-NM-215-AD.

Comment #2 ★	
What does the commenter request?	Boeing requests that the third sentence in the paragraph under "SUMMARY" be revised in order to correctly identify that the bonding jumper is attached to a fuel feed tube mating with the fuel hose end fitting and not the fuel hose.
How is the request justified?	To clarify the required inspection that an electrical bonding jumper is installed between the engine fuel feed tube and the adjacent wing station.
List paragraphs that change; describe (non-obvious) changes.	Revise the sentence to read "jumper is installed between the engine fuel feed tube" instead of "jumper is installed between the engine fuel feed hose".

Enclosure to B-H210-05-0274 (Page 2 of 2)

NPRM CommentsNPRM Docket No. FAA-2005-20689, Directorate Identifier 2004-NM-197-AD

Comment #3 ★	
What does the commenter request?	Boeing requests that the second sentence in the paragraph under "Relevant Service Experience" be revised in order to correctly identify that the bonding jumper is attached to a fuel feed tube mating with the fuel hose end fitting and not the fuel hose.
How is the request justified?	To clarify the required inspection that an electrical bonding jumper is installed between the engine fuel feed tube and the adjacent wing station.
List paragraphs that change; describe (non-obvious) changes.	Revise the sentence to read "jumper is installed between the engine fuel feed tube" instead of "jumper is installed between the engine fuel feed hose".

Comment #4 ★	
What does the commenter request?	Boeing requests that paragraph (i) under "PART 39--AIRWORTHINESS DIRECTIVES" be revised in order to correctly identify that the bonding jumper is attached to a fuel feed tube mating with the fuel hose end fitting and not the fuel hose.
How is the request justified?	To clarify the required inspection that an electrical bonding jumper is installed between the engine fuel feed tube and the adjacent wing station.
List paragraphs that change; describe (non-obvious) changes.	Revise the sentence to read "jumper is installed between the engine fuel feed tube" instead of "jumper is installed between the engine fuel feed hose".